

UNCLASSIFIED

OASD DPMO	
Date Received	9 Jun 04
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Distro	Act / Info
Director	_____
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Jt Comm Spt	_____
Ref/DOC	_____
Ext Affairs	_____
Resource Mgmt	_____
<i>Dwyer - Analyst</i>	
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HEADER

R 082014Z JUN 04
FM CDR JPAC HICKAM AFB HI
TO RUEHHI/AMEMBASSY HANOI
INFO RUEKJCS/CDR USPACOM LO WASHINGTON DC
RUEAIIA/CIA WASHINGTON DC
RHEFDIA/DIA WASHINGTON DC
RUEKJCS/JOINT STAFF WASHINGTON DC
RUEKJCS/SECDEF WASHINGTON DC
RUEHC/SECSTATE WASHINGTON DC
RHEHNSC/WHITE HOUSE NATIONAL SECURITY COUNCIL WASHINGTON DC
ZEN/CDR USPACOM HONOLULU HI
ZEN/SECDEF WASHINGTON DC//DPMO//
ZEN/JPAC ANNEX CAMP SMITH HI
ZEN/CDR JPAC HICKAM AFB HI

1874
Y Holm, A. E. Jr.
Y Bibbs, W.
Y Yeckley, R. R.

BT

CONTROLS

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SECTION 1 OF 4

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/***** THIS IS A COMBINED MESSAGE *****/

BODY

SUBJ: DETAILED REPORT OF INVESTIGATION OF CASE 1874 CONDUCTED DURING
THE 77TH JOINT FIELD ACTIVITY IN THE SOCIALIST REPUBLIC OF VIETNA
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SUBJ/DETAILED REPORT OF INVESTIGATION OF CASE 1874 CONDUCTED DURING
THE 77TH JOINT FIELD ACTIVITY IN THE SOCIALIST REPUBLIC OF
VIETNAM//

AKNLDG/COMMENTS IN THIS REPORT ARE BASED ON FIELD ANALYSIS AND ARE
NOT INTENDED TO PROVIDE FINAL ANALYTICAL CONCLUSIONS.//

REF/A/MSG/CDR JTF-FA/011224ZJUN93//

REF/B/MSG/CDR JTF-FA/281753ZSEP94//

REF/C/MSG/CDR JTF-FA/302016ZAPR01//

REF/D/MSG/CDR JTF-FA/020922ZJUN03//

REF/E/DOC/SAR LOG//

REF/F/DOC/1:50,000 SCALE MAP//

NARR/REFERENCES

A. REF A IS THE DETAILED REPORT OF INVESTIGATION (DRI) OF CASE
1874 CONDUCTED DURING THE 23RD JOINT FIELD ACTIVITY (JFA).

B. REF B IS THE DETAILED REPORT OF EXCAVATION OF CASE 1873
CONDUCTED DURING THE 31ST JFA.

Reviewed by DPMO

IAW 50 USC 435 Note & DOD 5400.7-R

Date: 22-Dec-2004 Initialed By: S. F.

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C. REF C IS THE DRI OF CASE 1874 CONDUCTED DURING THE 64TH JFA.
D. REF D IS THE DRI OF CASE 1874 CONDUCTED DURING THE 73RD JFA.
E. REF E IS THE SEARCH AND RECOVERY LOGBOOK ENTRIES DATED 11 AND 12 JUNE 1972.

F. REF F IS MAP DATA: NAME: AP LAI BANG; SHEET: 6441 I;
SERIES: L7014; EDITION: 3-TPC, 1970.
RMKS/1. SUMMARY.

A. CIRCUMSTANCES OF LOSS: THIS CASE INVOLVES THE 11 JUNE 1972 LOSS OF AN OH-6A WHILE ON A VISUAL RECONNAISSANCE MISSION OVER CENTRAL VIETNAM, RESULTING IN THREE UNACCOUNTED-FOR INDIVIDUALS.

B. SUMMARY OF INVESTIGATION: ON 04, 08, 09 AND 10 MAY 2004, THE INVESTIGATION TEAM (IT1) INVESTIGATED CASE 1874 IN HUONG TRA DISTRICT, THUA THIEN-HUE PROVINCE. IT1 INTERVIEWED TWO WITNESSES WHO PROVIDED INFORMATION REGARDING THEIR DISCOVERY OF AIRCRAFT CRASH SITES NEAR THE CASE 1874 LOSS LOCATION. IT1 SURVEYED THREE SITES, FINDING NON-DIAGNOSTIC AIRCRAFT WRECKAGE AND STANDARD U.S. MILITARY ISSUED GEAR AT ONE SITE AND A STRAP AT A SECOND SITE. THE THIRD SITE YIELDED NO EVIDENCE OF A CRASH. THIS INVESTIGATION PRODUCED NO INFORMATION THAT SPECIFICALLY CORRELATES WITH CASE 1874.

C. REMAINS/PERSONAL EFFECTS: IT1 DID NOT RECOVER OR RECEIVE ANY REMAINS OR PERSONAL EFFECTS WHILE INVESTIGATING CASE 1874.

2. DETAILS OF INVESTIGATION.

A. PURPOSE:

(1) HAVE MR. NGUYEN VAN THUC (NGUYEENX VAWN THWCS) GUIDE THE TEAM TO THE LOCATION WHERE HE FOUND WRECKAGE BELIEVED TO BE A HELICOPTER CRASH SITE LOCATED 10 METERS FROM A STREAM. (NOT ACCOMPLISHED; SEE PARA 6.A, BELOW.)

(2) CONDUCT A JOINT SURVEY OF THE CRASH SITE PREVIOUSLY IDENTIFIED BY A U.S. WITNESS AT 48Q YD 575 105 LOCATED IN HUONG TRA DISTRICT, THUA THIEN-HUE PROVINCE. (ACCOMPLISHED; SEE PARA 2.G, BELOW.)

(3) CONDUCT A THOROUGH SEARCH OF THE FOLLOWING AREAS LOOKING FOR ITEMS CORRELATING TO AN OH-6 AIRCRAFT, CREW REMAINS, PERSONAL ITEMS, OR POSSIBLE BURIAL.

(A) A 360-DEGREE AREA AT 48Q YD 562 137 EXTENDING OUT 400 METERS. NUMEROUS U.S. WITNESSES IDENTIFIED THIS LOCATION AS THE GENERAL AREA WHERE THE CASE 1874 AIRCRAFT WENT DOWN AND IS IN THE AREA JUST NORTH OF THE RECORD LOSS LOCATION. (NOT ACCOMPLISHED; SEE PARA 6.B, BELOW.)

(B) THE AREA AT 48Q YD 542 111 EXTENDING OUT TO 300 METERS. FOCUS ON THE AREA THAT LAYS 300 TO 500 METERS DISTANT FROM THE CASE 1873 CRASH SITE, MOST LIKELY IN A SOUTH OR SOUTH-WESTERLY

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DIRECTION. (ACCOMPLISHED; SEE PARA 2.F, BELOW.)

B. ON 28 APRIL 2004, IT1 ARRIVED IN THUA THIEN-HUE PROVINCE TO INVESTIGATE EIGHT CASES.

C. TEAM COMPOSITION:

(1) U.S. CONTINGENT:



TEAM LEADER
ANTHROPOLOGIST
ASSISTANT TEAM LEADER
LINGUIST/ANALYST
LINGUIST/ANALYST
LINGUIST/ANALYST
ANALYST
ANALYST
LIFE SUPPORT

(b) (3)

(b) (6)

INVESTIGATOR



MEDIC

EXPLOSIVE ORDINANCE

DISPOSAL TECHNICIAN

(2) VIETNAMESE CENTRAL GOVERNMENT CONTINGENT:

LUU VAN THO (LWU VAWN THOJ)	TEAM LEADER
LAI XUAN CHIEU (LAJ XUAAN CHIEEUF)	TEAM MEMBER
HOANG NGOC GIAN (HOANGF NGOCJ GIANR)	TEAM MEMBER
TRAN DINH VAN (TRAANF DINHF VAAN)	TEAM MEMBER
BUI VAN KET (BUIF VAWN KEETS)	TEAM MEMBER

(3) THUA THIEN-HUE PROVINCE CONTINGENT:

NGUYEN HUU HUNG (NGUYEENX HWUX HWNG)	TEAM LEADER
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(4) HUONG TRA DISTRICT CONTINGENT:

TRAN THANH HAI (TRAANF THANH HAIR)	TEAM LEADER
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D. ON 28 APRIL 2004, IT1 MET WITH THE THUA THIEN-HUE PROVINCE CONTINGENT AT THE CENTURY RIVERSIDE HOTEL IN HUE CITY TO DISCUSS THE INVESTIGATION PLAN. THE PROVINCE TEAM HAD LOCATED THE REQUESTED WITNESS AND AGREED TO PROVIDE THE WITNESS AT THE LANDING ZONE IN ORDER TO GUIDE THE TEAM TO THE SITE. ON 07 MAY 2004, THE PROVINCE CONTINGENT INFORMED IT1 WHILE DOING ADVANCE WORK THEY LOCATED SOME UNIDENTIFIABLE WRECKAGE IN VICINITY OF ONE OF THE REQUESTED SEARCH AREAS. THE PROVINCE TEAM ALSO PRESENTED SOME MATERIALS TO IT1 FOR DOCUMENTATION.

E. ON 04 MAY 2004, IT1 DEPARTED HUE CITY AND DROVE FOR TWENTY-THREE MINUTES TO THE PHU BAI AIRPORT. IT1 BOARDED A HELICOPTER AND FLEW FOR 22 MINUTES TO A LANDING ZONE (LZ) LOCATED AT 48Q YD 54133 10366 (EIGHT SATELLITES, INDIAN THAILAND DATUM). AT BT

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/***** BEGINNING OF SECTION 2 *****/

THE LZ, IT1 MET THE REQUESTED WITNESS WHO CONFIRMED HIS BIOGRAPHIC DATA FROM HIS PREVIOUS INTERVIEW (REF D):

(1) WITNESS ONE:

(A) NAME: NGUYEN VAN THUC (NGUYEENX VAWN THWCS).

(B) AGE: 43 YEARS OF AGE (YOA).

(C) RESIDENCE AND LENGTH OF TIME THERE: HAI CAT 2 HAMLET (THOON HAIR CATS HAI), HUONG THO VILLAGE (XAX HWONG THOJ), HUONG TRA DISTRICT, THUA THIEN-HUE PROVINCE; LIFELONG.

(D) CURRENT OCCUPATION: ROCK MINER.

(E) BACKGROUND: A JOINT TEAM PREVIOUSLY INTERVIEWED MR. THUC DURING JFA 73 (REF D).

(F) STATEMENT: MR. THUC RECONFIRMED HIS PREVIOUS STATEMENT CONCERNING HIS 1996 DISCOVERY OF A POSSIBLE CRASH SITE TEN METERS FROM A STREAM. FOLLOWING THE INTERVIEW, MR. THUC ATTEMPTED TO LEAD IT1 TO THE SITE HE PREVIOUSLY REPORTED, BUT COULD NOT RECALL THE LOCATION.

F. ON 08 MAY 2004, IT1 DEPARTED HUE CITY AND DROVE FOR 20 MINUTES TO THE PHU BAI AIRPORT. IT1 BOARDED A HELICOPTER AND FLEW FOR 33 MINUTES TO THE LZ PREVIOUSLY USED ON 04 MAY 2004. AT THE LZ IT1 MET MR. THUC AGAIN AND HE LED THE TEAM ALONG A WELL-TRAVELED TRAIL FOR 30 MINUTES WHERE THE TRAIL ENDED AND IT1 WENT DOWNHILL THROUGH A ROCKY RAVINE TO THE BOTTOM OF THE HILL. AT THE BOTTOM OF THE RAVINE, IT1 FOLLOWED THE STREAM FOR AN ADDITIONAL 75 MINUTES TO 48Q YD 5430 1090 (SIX SATELLITES, INDIAN THAILAND DATUM). IT1 FOUND A PIECE OF UNIDENTIFIED STRAP. (SEE LIFE SUPPORT INVESTIGATOR COMMENTS BELOW.) IT1 BEGAN THE SEARCH WHERE THE STRAP WAS FOUND AND CONTINUED TO AN EASTERN LIMIT, A BEND IN THE STREAM AT YD 54386 10965 (SIX SATELLITES, INDIAN THAILAND DATUM). FROM THE BEND IN THE STREAM IT1 SPREAD OUT ON-LINE WITH A DISTANCE OF APPROXIMATELY TEN METERS BETWEEN TEAM MEMBERS AND CONDUCTED A SEARCH UP THE FINGER TO YD 54410 11110 (SIX SATELLITES, INDIAN THAILAND DATUM). IT1 THEN TURNED LEFT AND SEARCHED TO THE WEST APPROXIMATELY 150 METERS WHERE IT1 TURNED TO THE SOUTH AND COMPLETED THE SEARCH BOX. (ANALYST COMMENT: AT THE WESTERN EDGE OF THE SEARCH AREA, IT1 COULD NOT OBTAIN A GPS READING.)

G. ON 09 MAY 2004, IT1 DEPARTED HUE CITY AND DROVE FOR 20 MINUTES TO PHU BAI AIRPORT. IT1 BOARDED A HELICOPTER AND FLEW FOR 37 MINUTES TO AN LZ LOCATED AT 48Q YD 59081 09450 (EIGHT SATELLITES, INDIAN THAILAND DATUM). IT1 WALKED FROM THE LZ FOR 15 MINUTES TO YD 68863 09319 (EIGHT SATELLITES, INDIAN THAILAND DATUM) WHERE IT1 INTERVIEWED ONE WITNESS WHO PROVIDED THE FOLLOWING INFORMATION.

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(1) WITNESS TWO:

(A) NAME: NGUYEN THANH VU (NGUYEENX THANH VUX).

(B) AGE: 35 YOA.

(C) RESIDENCE AND LENGTH OF TIME THERE: HAMLET TWO (THOON HAI), HONG TIEN VILLAGE (XAX HOONGF TIEENS), HUONG TRA DISTRICT, THUA THIEN-HUE PROVINCE; LIFELONG.

(D) CURRENT OCCUPATION: FARMER.

(E) BACKGROUND: A JOINT TEAM HAD NOT PREVIOUSLY INTERVIEWED MR. VU.

(F) STATEMENT:

((1)) ON AN UNRECALLED DATE DURING THE SUMMER OF 1990, WHILE SEARCHING FOR METAL, MR. VU DISCOVERED A CRASH SITE ON THE SIDE OF A HILL IN A VALLEY. HE FOUND AN ENGINE, A DOOR, A PIECE OF FABRIC (SEE PARAS 3.B. AND 7, BELOW), A PILOT'S HELMET, A BROKEN R-15 RIFLE, MANY LONG CARGO STRAPS, AND SEVERAL OTHER UNIDENTIFIABLE PIECES OF WRECKAGE. SOME OF THE LARGER PIECES OF WRECKAGE HAD MARKINGS. HE DID NOT PAY ATTENTION TO THE MARKINGS AND DID NOT RECALL WHAT THEY WERE. MR. VU SOLD THE PIECES OF METAL FOR SCRAP.

((2)) MR. VU RECALLS THE HELMET WAS BLACK AND HAD A MOUTH PIECE WITH A WIRE GOING BACK TO THE HELMET. HE DISASSEMBLED THE HELMET, SOLD THE METAL PIECES AND DISCARDED THE REMAINING PORTIONS.

((3)) MR. VU USED THE PIECE OF LIFE VEST MATERIAL TO MAKE A BAG.

((4)) MR. VU WAS ALONE WHEN HE INITIALLY DISCOVERED THE SITE. WHEN HE RETURNED TO THE VILLAGE WITH METAL THE ENTIRE VILLAGE BEGAN TO SCAVENGE THE SITE. HE STOPPED RETURNING TO THE AFTER ONE MONTH BECAUSE LOCAL PEOPLE HAD COMPLETELY SCAVENGED THE SITE.

((5)) WHILE COLLECTING METAL AT THE SITE MR. VU DID NOT DISCOVER ANY REMAINS. HE HAD NOT HEARD OF ANYONE FINDING ANY REMAINS IN THE AREA.

((6)) MR. VU DID NOT KNOW OF ANY INCIDENTS INVOLVING UNACCOUNTED-FOR AMERICANS, **PRISONER-OF-WAR** CAMPS, OTHER AIRCRAFT CRASH SITES, AMERICAN BURIAL SITES, OR AMERICANS WHO REMAINED IN VIETNAM AFTER 1975.

(2) FOLLOWING THE INTERVIEW IT1 SURVEYED THE AREA AT 48Q YD 58863 09319 INDICATED BY WITNESS TWO AS THE LOCATION HE DISCOVERED THE MATERIALS, USING A FISHER METAL DETECTOR TO SWEEP THE AREA. DURING THE SWEEP IT1 RECEIVED NUMEROUS POSITIVE METAL INDICATIONS. IT1 INVESTIGATED EACH POSITIVE METAL INDICATION UNTIL THE DETECTOR RECEIVED NO FURTHER INDICATIONS OR THE METAL PIECE WAS FOUND. THE

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SURVEY REVEALED NUMEROUS PIECES OF RUBBER TUBING, STYROFOAM INSULATION, GAS MASK INSERTS, FLAK VEST MATERIAL, A RAZOR BLADE AND UNIDENTIFIED FABRIC. THE SEARCH ENCOMPASSED A 15 BY 30-METER AREA. MOST OF THE MATERIALS FOUND WERE WASHED DOWN FROM HIGHER UP THE HILL (GENTLE SLOPE 20-30 DEGREES). IT1 USED MACHETES TO CLEAR LEAF LITTER AND THE FIRST 5CM OF TOPSOIL IN SEVERAL AREAS OF HIGH-WRECKAGE CONCENTRATION.

H. ON 10 MAY 2004, IT1 DEPARTED HUE CITY AND DROVE FOR 20 MINUTES TO PHU BAI AIRPORT. IT1 BOARDED A HELICOPTER AND FLEW FOR 15 MINUTES TO THE LZ USED ON 09 MAY 2004. IT1 WAS GUIDED ALONG A WELL-TRAVELED TRAIL WHICH FOLLOWED AND CROSSED A STREAM SEVERAL TIMES, FOR ONE HOUR AND 40 MINUTES TO 48Q YD 57483 10448 (EIGHT SATELLITES, INDIAN THAILAND DATUM), WHERE THE TEAM CONDUCTED A SITE SURVEY. AT THE SITE, IT1 FORMED A LINE ABREAST, WITH APPROXIMATELY TEN METERS BETWEEN MEMBERS, AND BEGAN SEARCHING THE THICK UNDERGROWTH. THE SEARCH AREA, WHICH INCLUDED THE SITE PREVIOUSLY IDENTIFIED BY A U.S. WITNESS (PARA 2.A.(2) ABOVE), ENCOMPASSED A 40 BY 60-METER AREA WITH NEGATIVE RESULTS.

3. MATERIAL EVIDENCE.

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/***** BEGINNING OF SECTION 3 *****/

A. RETAINED BY JPAC:

(1) THE TEAM RECOVERED FROM SITE ONE A POSSIBLE AIRCRAFT SEAT RETENTION STRAP WITH THE FOLLOWING INFORMATION.

(A) CONTRACT NUMBER F41608-70-? DATE MFD DEC ?

B. THE TEAM RECOVERED THE FOLLOWING ITEMS FROM SITE TWO:

(1) PARTIAL FLAK VEST MATERIAL.

(2) U.S. ARMY LOG BOOK WITH THE FOLLOWING INFORMATION:
IMPRINTED SEAT WITH "UNITED STATES OF AMERICA WAR DEPARTMENT". THIS ??? DEPARTMENT OF THE ARMY CONTROLLED ITEM AND MUST BE SAFEGUARDED AGAINST LOSS AND DAMAGE IN THE EVENT OF LOSS ??.

C. PHOTOGRAPHED AND LEFT IN PLACE: NON-DIAGNOSTIC AIRCRAFT WRECKAGE FROM SITE TWO.

D. REMAINS: NONE.

4. SITE SURVEY RESULTS.

A. AREA DATA:

(1) SITE ONE:

(A) PROVINCE: THUA THIEN-HUE.

(B) DISTRICT: HUONG TRA.

(C) VILLAGE/TOWN/CITY: HUONG VAN.

(D) VICINITY GPS GRID COORDINATE: 48Q YD 54410 11110.

IT1 OBTAINED THE COORDINATE USING A GARMIN-3 PLUS GPS RECEIVER,

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TRACKING SIX SATELLITES, USING THE INDIAN THAILAND DATUM.

(E) VICINITY MAP GRID COORDINATE: 48Q YD 544 111.

(2) SITE TWO:

(A) PROVINCE: THUA THIEN-HUE.

(B) DISTRICT: HUONG TRA.

(C) VILLAGE/TOWN/CITY: HONG TIEN VILLAGE.

(D) VICINITY GPS GRID COORDINATE: 48Q YD 58863 09319.

ITI OBTAINED THE COORDINATE USING A GARMIN-3 PLUS GPS RECEIVER,
TRACKING SEVEN SATELLITES, USING THE INDIAN THAILAND DATUM.

(E) VICINITY MAP GRID COORDINATE: 48Q YD 588 093.

(3) SITE THREE:

(A) PROVINCE: THUA THIEN-HUE.

(B) DISTRICT: HUONG TRA.

(C) VILLAGE/TOWN/CITY: HONG TIEN VILLAGE.

(D) VICINITY GPS GRID COORDINATE: 48Q YD 57483 10448.

ITI OBTAINED THE COORDINATE USING A GARMIN-3 PLUS GPS RECEIVER,
TRACKING EIGHT SATELLITES, USING THE INDIAN THAILAND DATUM.

(E) VICINITY MAP GRID COORDINATE: 48Q YD 574 104.

B. MAP DATA:

(1) MAP NAME: AP LAI BANG.

(2) MAP SHEET: 6441 I.

(3) MAP SERIES: L7014.

(4) MAP EDITION: 3-TPC.

(5) MAP DATUM: INDIAN DATUM 1960.

C. SITE ACCESSIBILITY:

(1) SITE ONE: SITE IS ACCESSIBLY BY A 22-MINUTE HELICOPTER
FLIGHT FROM PHU BAI AIRPORT FOLLOWED BY 30-MINUTE WALK ALONG A
TRAIL, DOWN A ROCKY RAVINE FOR 30 MINUTES AND ALONG A STREAM FOR AN
ADDITIONAL 40 MINUTES.

(2) SITE TWO: SITE IS ACCESSIBLE BY A 20-MINUTE FLIGHT FROM
PHU BAI AIRPORT FOLLOWED BY A 15-MINUTE WALK ALONG A WELL
ESTABLISHED TRAIL. THE TRAIL CROSSES A SMALL STREAM MIDWAY TO THE
SITE.

(3) SITE THREE: SITE IS ACCESSIBLE BY A 20-MINUTE HELICOPTER
FLIGHT FROM PHU BAI AIRPORT FOLLOWED BY A ONE HOUR FORTY-MINUTE WALK
ALONG A WELL ESTABLISHED TRAIL. THE TRAIL FOLLOWS A SHALLOW STREAM
AND CROSSES IT SEVERAL TIMES.

D. SITE DESCRIPTION:

(1) SITE ONE:

(A) TYPE OF SITE: POSSIBLE CRASH SITE.

(B) DIMENSIONS: 300 X 500 METERS.

(C) SIGNIFICANT FEATURES:

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((1)) DISTANCE TO THE NEAREST ROAD: SEVEN KILOMETERS
SOUTHWEST.

((2)) NEAREST POPULATED AREA:

((A)) NAME: HUONG VAN VILLAGE.

((B)) DISTANCE FROM SITE: SIX KILOMETERS
NORTHEAST.

((C)) ESTIMATED AVAILABLE LABORERS: 50.

((3)) SITE SENSITIVITY: NONE.

((4)) MAJOR TERRAIN FEATURES: THE SITE IS A STEEP
AND DENSELY VEGETATED SPUR.

(2) SITE TWO:

(A) TYPE OF SITE: CRASH SITE.

(B) DIMENSIONS: 15 X 30 METERS.

(C) SIGNIFICANT FEATURES: THE SITE IS LOCATED ON A SIDE
OF A LOW LYING HILL SURROUNDED BY BAMBOO AND TREES. THERE IS A
STREAM AT THE BASE OF THE HILL.

((1)) DISTANCE TO THE NEAREST ROAD: ONE AND A HALF
HOUR WALK ACCORDING TO WITNESS.

((2)) NEAREST POPULATED AREA:

((A)) NAME: HONG TIEN VILLAGE.

((B)) DISTANCE FROM SITE: ONE AND A HALF HOUR
WALK ACCORDING TO WITNESS.

((C)) ESTIMATED AVAILABLE LABORERS: 75-100.

((3)) SITE SENSITIVITY: NONE.

((4)) MAJOR TERRAIN FEATURES: SEVERAL LARGE
MOUNTAINS SURROUND THE HILL THE SITE IS LOCATED ON.

(3) SITE THREE:

(A) TYPE OF SITE: POSSIBLE CRASH SITE.

(B) DIMENSIONS: 40 X 60 METERS.

(C) SIGNIFICANT FEATURES:

((1)) DISTANCE TO THE NEAREST ROAD: THREE-HOUR WALK.

((2)) NEAREST POPULATED AREA:

((A)) NAME: HONG TIEN VILLAGE.

((B)) DISTANCE FROM SITE: THREE-HOUR WALK.

((C)) ESTIMATED AVAILABLE LABORERS: 75-100.

((3)) SITE SENSITIVITY: NONE.

((4)) MAJOR TERRAIN FEATURES: THE SITE IS ON THE
SIDE OF A FINGER ON A LARGE HILL.

E. LANDING ZONE RECOMMENDATION:

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/***** BEGINNING OF SECTION 4 *****/

(1) SITE ONE:

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- (A) LOCATION: 48Q YD 54680 11431.
- (B) DISTANCE TO SITE: 500 METERS.
- (C) DISTANCE TO BASE CAMP: N/A.
- (D) CONSIDERATIONS: LZ WILL NEED TO BE RE-CLEARED.

(2) SITE TWO:

- (A) LOCATION: 48Q YD 59081 09450.
- (B) DISTANCE TO SITE: 300 METERS.
- (C) DISTANCE TO BASE CAMP: N/A.
- (D) CONSIDERATIONS: NONE.

(3) SITE THREE: WILL REQUIRE EXTENSIVE WORK TO CLEAR FOREST IN ORDER TO OBTAIN AN LZ CLOSE ENOUGH TO THE SITE.

F. BASE CAMP RECOMMENDATION:

(1) SITE ONE:

- (A) LOCATION: CO-LOCATED WITH LZ.
- (B) DISTANCE TO SITE: 500 METERS.
- (C) WATER SOURCE: SMALL INTERMITTENT STREAMS.
- (D) HOTEL AVAILABILITY: NONE.

(2) SITE TWO:

- (A) LOCATION: CO-LOCATED WITH LZ.
- (B) DISTANCE TO SITE: 300 METERS.
- (C) WATER SOURCE: SMALL STREAM.
- (D) HOTEL AVAILABILITY: NONE.

(3) SITE THREE: WILL REQUIRE EXTENSIVE WORK TO CLEAR FOREST IN ORDER TO CONSTRUCT A BASE CAMP CLOSE ENOUGH TO THE SITE.

G. REMAINS FOUND AT SITE: IT1 FOUND NO REMAINS AT ANY SITE.

H. ESTIMATED EXCAVATION REQUIREMENTS (ALL THREE SITES):

- (1) NUMBER OF DAYS: TWO JFAS.
- (2) NUMBER OF WORKERS: 75.
- (3) SPECIAL EQUIPMENT: CHAINSAWS, MACHETES, TARPS.

I. WATER SOURCE:

(1) SITE ONE:

(A) DISTANCE FROM SITE: THERE IS A STREAM AT THE BASE OF THE FINGER SURVEYED.

(B) WET SCREENING SUPPORTABLE: YES.

(2) SITE TWO:

(A) DISTANCE FROM SITE: FIFTY METERS FROM THE SITE.

(B) WET SCREENING SUPPORTABLE: YES.

(3) SITE THREE:

(A) DISTANCE FROM SITE: SEVENTY-FIVE METERS FROM THE SITE.

(B) WET SCREENING SUPPORTABLE: NO.

J. TERRAIN AND WEATHER CONSIDERATIONS:

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(1) EFFECT OF WEATHER: FOR ALL THREE SITES THE DRY SEASON IS BETWEEN THE MONTHS OF MAY AND AUGUST.

(2) SLOPE: ALL THREE SITES ARE LOCATED ON A 30-45 DEGREE SLOPE.

(3) VEGETATION: ALL THREE SITES ARE COVERED WITH THICK GRASS, BAMBOO, THORNY PLANTS AND VINES, TREES OF ALL SIZES.

(4) SOIL: LIGHT BROWN SILTY CLAY.

K. SAFETY:

(1) EOD HAZARD:

(A) SITE ONE: NONE NOTED.

(B) SITE TWO: FOUND ONE UNFIRED 40-MM HIGH EXPLOSIVE M-49 GRENADE WITH THE FOLLOWING MARKINGS:

((1)) MA-112-45

((2)) 40MM HE

((3)) M49

(C) SITE THREE: NONE NOTED.

(2) TERRAIN:

(A) SITES ONE AND THREE REQUIRE THE NAVIGATION OF SOME STEEP TERRAIN CONTAINING POOR FOOTING IN ORDER TO GET TO THE SITE.

(B) SITE TWO IS A GENTLE UPWARD SLOPE UNTIL THE FINAL FIFTEEN METERS WHERE THE SLOPE INCREASES SLIGHTLY. THE TRAIL IS WELL TRAVELED AND CLEARED.

(3) WILDLIFE: LEACHES, INSECTS, AND SNAKES.

5. PERTINENT LOCATION OR DATA CHANGES: NONE.

6. ANALYST COMMENTS.

A. MR. THUC WAS UNABLE TO RECALL THE LOCATION WHERE HE REPORTEDLY DISCOVERED AIRCRAFT WRECKAGE TEN METERS FROM A RIVER. HE STARTED TO LEAD IT1 IN THE SAME DIRECTION THAT HE HAD LED A PREVIOUS TEAM DURING JFA 73 WHERE THAT TEAM LOCATED EXPENDED 2.75-INCH ROCKET MOTORS.

B. DUE TO TIME CONSTRAINTS AND HELICOPTER AVAILABILITY, IT1 WAS UNABLE TO SURVEY THE LOCATION INDICATED IN PARAGRAPH 2.A.(3)(A), ABOVE.

C. THE THREE SITES IT1 SURVEYED ARE WITHIN APPROXIMATELY FIVE KILOMETERS OF THE CASE 1874 RECORD LOSS LOCATION. OF THE THREE SITES SURVEYED BY IT1, THE ADDITIONAL SITE (SITE TWO) IDENTIFIED BY THE VNOSMP DURING ADVANCE WORK YIELDED MATERIAL EVIDENCE THAT COULD BE OF INTEREST. HOWEVER, IT1 DID NOT FIND ANY MATERIAL EVIDENCE TO SPECIFICALLY CORRELATE THIS SITE WITH THE AIRCRAFT ASSOCIATED WITH THIS CASE. A SEARCH OF JPAC RECORDS REVEALS NINE HELICOPTER LOSS INCIDENTS WITHIN FIVE KILOMETERS OF THIS SITE.

D. ALL THREE SITES WOULD REQUIRE EXTENSIVE ADVANCE WORK TO CLEAR

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THE AREAS BEFORE EXCAVATION COULD BEGIN.

7. LIFE SUPPORT INVESTIGATOR COMMENTS: FIELD ANALYSIS OF THE MATERIAL EVIDENCE CANNOT CONFIRM THE PRESENCE OF ANY INDIVIDUAL IN THE AIRCRAFT AT TIME OF IMPACT. THE ITEMS RECOVERED AND PHOTOGRAPHED CANNOT BE CORRELATED WITH A SPECIFIC TYPE AIRCRAFT OR CASE. FURTHER ANALYSIS WILL BE CONDUCTED AT HQ JPAC.

8. ANTHROPOLOGIST COMMENTS:

A. SITE TWO WOULD REQUIRE AN INTENSIVE INVESTIGATIVE EXCAVATION THAT IS, SYSTEMATIC EXPLORATORY EXCAVATION WITH THE INITIAL GOAL BEING SPECIFIC CORRELATION OF THE AIRCRAFT. SYSTEMATIC SUBSURFACE EXCAVATION COULD YIELD A PLETHORA OF DATA THAT IS NOT POSSIBLE TO ATTAIN DURING AN INVESTIGATIVE SURVEY. ESTIMATE A POSSIBLE POSITIVE OR NEGATIVE CORRELATION DURING THE FIRST WEEK OF EXCAVATION. IF POSITIVE, THE EXCAVATION COULD CONTINUE AS A RECOVERY OPERATION.

B. AT SITE THREE IT1 FOUND NO EVIDENCE TO SUGGEST A RECOVERY OPERATION IS WARRANTED AT THIS LOCATION.

9. TEAM LEADER COMMENTS.

A. CONCUR WITH ANALYST COMMENTS IN PARAGRAPH 6.

B. HOST GOVERNMENT COOPERATION/SUPPORT WERE GOOD AT ALL LEVELS.

10. DETACHMENT COMMANDER COMMENTS: NONE.//

BT

ADMIN

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